

Hoegh Orchid

IMO/off nr	6726498
Call Signal	LNAW
Flag	NOR
Ship type	Motorskip, stykkgoods motor ship, general cargo.
Year Built	1968/01
Shipyard	O/Y Wärtsilä A/B, Åbo, Finland.
Sno	1158
Cargo Handling	5 lasterom med 6 luker. Lastekapasitet 692.280 ft³ inkludert 23.690 ft³ fordelt på 3 kjøle/fryserom på mellomdekk. Sideporter. Dyptanker for lateks eller vegetabilsk olje. 18 bommer; 1 x 80 t, 1 x 50 t, 16 x 10 t. 16 vinsjer.
Tonnage	14.360 tdw, 9.874 brt, 6.158 nrt.
Size	Loa: 156,9m-Lbp: 145,5m-B: 20,6m-D: 12,6m-Dypg.: 9,735m.
Propulsion	1 dieselmotor, Sulzer. 2-takt/enkltv., 6-sylindret, syl. dim.: 760 x 1.550 mm. 10.200 BHK ved 119 o. min. Bygget av O/Y Wärtsilä A/B, Åbo, Finland.
Boiler	1 vannrørs hjelpekjel (water tube aux. boiler) med arbeidstrykk 142 psi. 1 vannrørs exh. kjel (water tube economiser) med arbeidstrykk 142 psi.
Ref. machinery.	3 x 4-sylinder Drammens Jern kompressorer. Kjølemedium R-22. Direkte fordamping. Kapasitet 276.000 kcal/time og -25 °C i kjøle/fryserom.
Power	1.360kW/440-220VAC/60Hz.
Class	DnV +1A1 E0
Vessel:	OSL330196801
Manager	Leif Höegh & Co. A/S, Oslo.
Owner	Skibs-A/S Arizona, Oslo.
Speed	16,75 knop ved et forbruk på 36 t/døgn. Bunkerskapasitet 2.094 t.
Port	Oslo.
Aux	3 dieselgen., hver 440 kW.
Navigation System	Sidepropell forut.
Year (y)	1968



OSL33019680120001 HÖEGH ORCHID. Foto: Arne Sognnes.

History in Norwegian

1968 Bygget som HÖEGH ORCHID ved O/Y Wartsila A/B, Åbo, Finland for Skibs-A/S Arizona (Leif Höegh & Co. A/S), Oslo. Levert 03/01. Byggesum NOK 28.500.000. 1972 Overført i april til Skibs-A/S Arcadia (Leif Höegh & Co. A/S), Oslo. 1976 Ombygd og forlenget ved Kawasaki Heavy Industries Ltd, Kobe, Japan. Satt inn ett nytt lasterom, ny sideport og 2 x 30 t bommer. Ny tonnasje 18.207 tdw, 12.277 brt, 8.079 nrt. Nye dim.: Loa: 183,2m-Lbp: 170,7m-B: 20,6m-D: 12,6m-Dypg.: 9,399m. 1981 Kolliderte 06/05 med en av Staten Island ferjene på New Yorks havn, NY, USA. New York Times January 13, 1982: WASHINGTON (UPI) - Excessive speed and human error were to blame for a collision between a freighter and a Staten Island ferryboat carrying 2,400 people across fog-shrouded New York harbor, the National Transportation Safety Board said. The collision occurred May 6, 1981, when the Höegh Orchid, a 600-foot Norwegian cargo vessel, collided with the American Legion. Seventy-one ferry passengers were injured and damage was estimated at \$500,000. The board said the cause of the accident was the excessive speed of the Höegh Orchid in dense fog and the failure of the master of the American Legion and the pilot of the Höegh Orchid to evaluate properly the information displayed on their radar scopes. The failure of the pilot of the Höegh Orchid to establish radio communication with the American Legion also contributed to the accident, the board said. 1982 Overført i juni til datterselskapet Gama I Inc. (P.T. Perusahaan Pelayaran Samudera "Gesuri Lloyd", Jakarta, Indonesia), Panama. Omdøpt til GAMA KASIA. 1984 Ankom 15/12 til Shanghai, China for hugging.

History

1968 Built as HÖEGH ORCHID at O/Y Wartsila A/B, Åbo, Finland for Skibs-A/S Arizona (Leif Höegh & Co. A/S), Oslo. Delivered 03/01. Building costs NOK 28.500.000. 1972 Transferred in April to Skibs-A/S Arcadia (Leif Höegh & Co. A/S), Oslo. 1976 Converted and lengthened in December by Kawasaki Heavy Industries Ltd, Kobe, Japan. Inserted one new cargo hold, new side door, and 2 x 30 t derricks. New tonnage 18.207 tdw, 12.277 grt, 8.079 nrt. New dim.: Loa: 183,2m-Lbp: 170,7m-B: 20,6m-D: 12,6m-Draught: 9,399m. 1981 Collided 06/05 with one of the Staten Island ferries in New York Harbor, NY. USA. New York Times January 13, 1982: WASHINGTON (UPI) - Excessive speed and human error were to blame for a collision between a freighter and a Staten Island ferryboat carrying 2,400 people across fog-shrouded New York harbor, the National Transportation Safety Board said. The collision occurred May 6, 1981, when the Höegh Orchid, a 600-foot Norwegian cargo vessel, collided with the American Legion. Seventy-one ferry passengers were injured and damage was estimated at \$500,000. The board said the cause of the accident was the excessive speed of the Höegh Orchid in dense fog and the failure of the master of the American Legion and the pilot of the Höegh Orchid to evaluate properly the information displayed on their radar scopes. The failure of the pilot of the Höegh Orchid to establish radio communication with the American Legion also contributed to the accident, the board said. 1982 Transferred in June to subsidiary Gama I Inc. (P.T. Perusahaan Pelayaran Samudera "Gesuri Lloyd", Jakarta, Indonesia), Panama. Renamed GAMA KASIA. 1984 Arrived 15/12 at Shanghai, China for demolition.